

HEADQUARTERS
2d BOMBARDMENT DIVISION
APO 558

TACTICAL MISSION REPORT

<u>FIELD ORDER NO.</u>	<u>TARGET</u>	<u>DATE</u>
627	Sottevast Noball Installation	5 May 1944

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2d BOMBARDMENT DIVISION

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HEADQUARTERS 2d BOMB DIVISION
AF 147 APO 558

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 : SECRET :
 : By auth of CG :
 : 2d Bomb Division :
 : Initials AK :
 : Date 5 May 1944 :
 : : : : : : : :
 : 27 May 1944 :

SUBJECT: Tactical Report of Mission, 5 May 1944.

TO : Commanding General, Eighth Air Force, AF 101, APO 634.

1. Data.

- a. Date of Mission - 5 May 1944.
- b. Primary Target - Sottevast - Toball Installation.
- c. Secondary Target - None
- d. Last Resort Target - None
- e. Units Participating - 96th CGW (458th, 466th, 467th BG)

2. Narrative.

a. Forty-seven aircraft from the 96th Combat Bomb Wing, flying in nine-ship Squadrons, led by a G-1 ship, were dispatched to attack the Toball target at Sottevast. One Group of P-47's provided fighter escort.

b. Assemblies were accomplished with difficulty due to haze and persistent contrails, departing the English coast five minutes late. Ten aircraft of the 467th, four of the 466th and twenty of the 458th Groups in four Squadrons flew to the target. The remaining units returned to base before entering the French coast due to weather conditions.

c. Thirty-three aircraft in four Squadrons attacked the primary with unobserved results due to cloud cover. G-1 equipment could not be used due to local interference in the vicinity of the ground stations. The lead Squadron of the 458th Bomb Group made a 360° turn near the I., relinquishing the lead to the second Squadron. The second Squadron of the 458th Bomb Group, unable to bomb on G-1, bombed visually, using a woods as a release point; the 466th Bomb Group and six ships from the 467th Group dropped on its markers. The lead Squadron of the 458th Bomb Group, unable to bomb visually, attacked the target on G-1.

d. Moderate but accurate flak of the continuous following variety was encountered from Les Fleurs to Cherbourg. Five single-engine fighters were seen but no attacks were reported. The fighter support was good. Losses and claims are nil.

For the Commanding General:

Charles E. Westover
 CHARLES E. WESTOVER
 Colonel GSC
 Chief of Staff

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SECRET**TRACK CHART**TARGET
Primary

SOTTEVAST

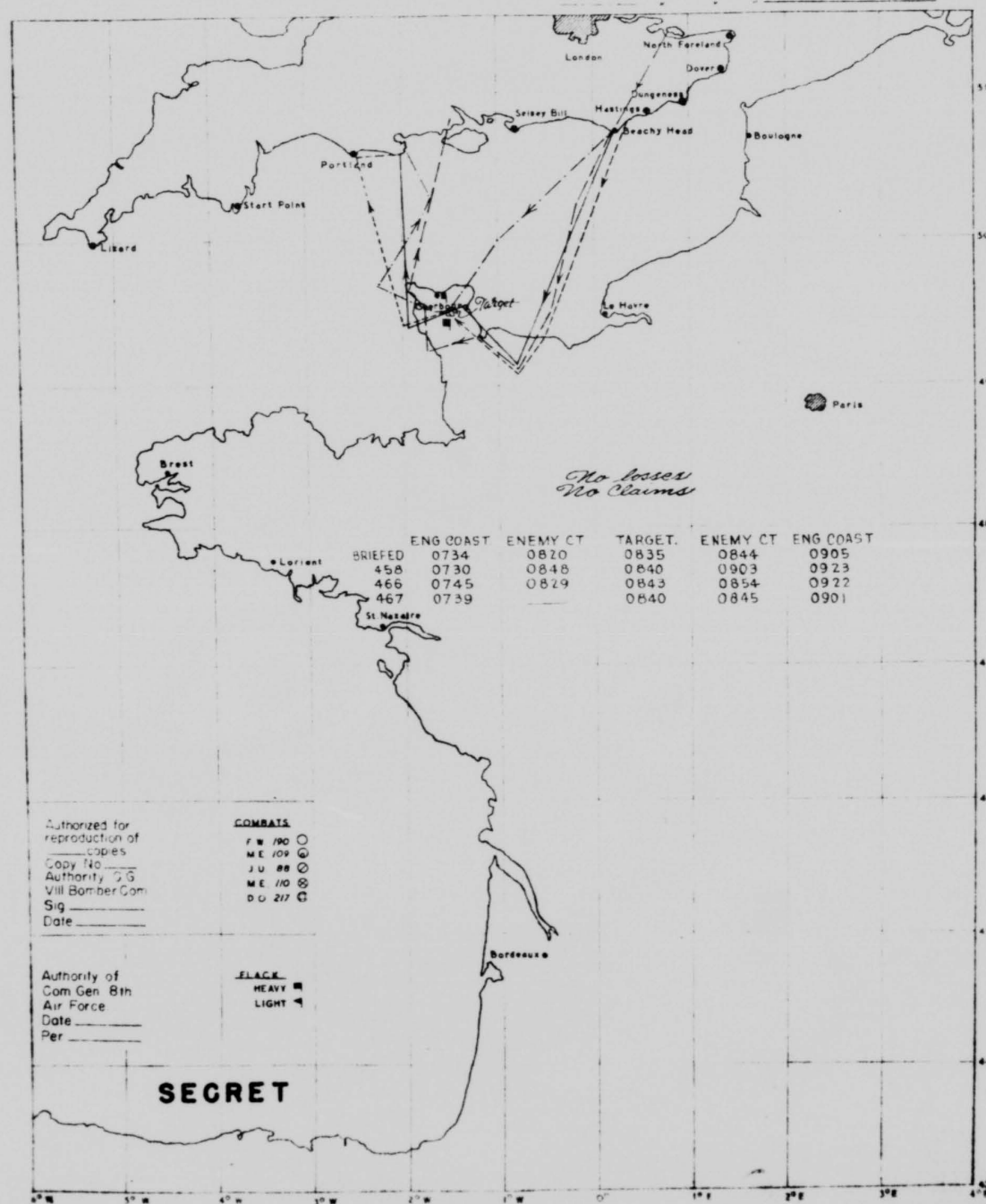
DATE *May 5, 1944*

Route followed by BRIEFED

458 B.G.

466 "

467 "



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ACTION REPORT - 5 May 1944

GROUP	DIR. OF FLY	LENGTH OF RUN	ALTITUDE	TIME OF RELEASE	FLYING PILOT	FLYING UNIT	RESULTS	REMARKS
SCOTLAND								
456	305°	10 min.	24,000'	0841		X	Dropped on Smoke markers	6 / 1 3/4 A/C
	72°	8 min.	24,300'	0847		X	Bombard on Geo	8 / 1 3/4 A/C
	264°	10 min.	24,600'	0840		X	Released on Woods	2 / 1 3/4 A/C
456	269°	10 min.	24,600'	0842		X	Bombard on Smoke markers	4 / 3 of 4.76

1. The assigned primary target for this special mission was Sottevast, France.
2. The target was bombed by two groups plus 6 A/C of another Group. Bombing was done by Squadrons, each Squadron being led by one A/C.
3. 3 A/C of one Group proceeded with mission, after most of this Group turned around, and bombed with the preceding section.
4. Bombing was through 10/10 undercast. Results are unknown.

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Tactical Report of Mission, 5 May 1944.

3. Anti-Aircraft Fire.

a. Target - Moball No. 18.

- (1) Intense and fairly accurate Gunfire was encountered in the target area and also from the town of Cherbourg. Both predictor control and barrage fire was encountered.

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Tactical Report of Mission, 5 May 1944

5. Communications.

a. GH equipment was used on this mission with negative results. Failure was due to local interference in vicinity of ground stations of southern GH chain, which was used for first time. This chain will not be used again until the ground interference has been eliminated.

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FORM V-11		5 May 1944					Tactical Effect of Action	
AIRCRAFT EFFECT	UNIT	2BD	93GH	458	466	467	Tactical Effect of Action	
	NO. A/C TARGETED	73	7	26	16	24		
	NO. A/C DESTROYED	47	6	19	4	7		
	NO. A/C DESTROYED	33	4	19	4	6		
	NO. A/C NOT ATTACHED	40	3	7	12	18		
	NO. A/C SIGHTED	34	4	19	4	7		
BOMBERS	NO. A/C	33	4	19	4	6	Tactical Effect of Action	
	NO. & TYPE	252x1000GP	24x1000GP	151x1000GP	32x1000GP	45x1000GP		
	TARGET	126	12	75.5	16	22.5		
	TARGET	-	-	-	-	-		
	NO. OF A/C	-	-	-	-	-		
	NO. & TYPE	-	-	-	-	-		
RESULTS	TARGET	-	-	-	-	-	Tactical Effect of Action	
	TOTAL TONNAGE ALL TARGETS	126	12	75.5	16	22.5		
	A/C LOST TO FLAK	-	-	-	-	-		
	A/C LOST TO E/A	-	-	-	-	-		
	A/C LOST TO FLAK - E/A	-	-	-	-	-		
	A/C LOST TO ACCIDENT	-	-	-	-	-		
REMARKS	A/C LOST UNKNOWN	-	-	-	-	-	REMARKS	
	CASUALTIES-KILLED, WOUNDED, MISSING, CAPTURED, etc.	4-0-0-0	0-0-0-0	4-0-0-0	0-0-0-0	0-0-0-0		
	CLAIMS - E/A DESTROYED, PROB., DUB., NO CLAIM	-	-	-	-	-		
	A/C BATTLE DAMAGE	6-0-0-0	-	2-0-0-0	1-0-0-0	3-0-0-0		
	OTHER	-	-	-	-	-		
	TOTAL	-	-	-	-	-		

HEADQUARTERS
STATION 123 APO 558
OFFICE OF THE INTELLIGENCE OFFICER

6 MAY 1944

SUBJECT: S-2 REPORT, MISSION OF 5 MAY 1944 (SOTTEVAST)
TO : COMMANDING OFFICER, AAF 123, APO 558

ENEMY AIRCRAFT OPPOSITION

1. NO ATTACKS WERE MADE ON OUR FORMATION BUT THREE CREWS REPORTED SEEING FIVE (5) SINGLE ENGINE ENEMY FIGHTERS ATTACK A GROUP OF LIBERATORS IN THE CHERBOURG AREA.
2. NO CLAIMS ARE MADE.

ANTI-AIRCRAFT FIRE

3. MODERATE BUT ACCURATE FLAK OF THE CONTINUOUS FOLLOWING VARIETY WAS ENCOUNTERED FROM LES PIEUX TO CHERBOURG. GOOD RANGE FINDING TECHNIQUE WAS INDICATED BY THE ACCURACY OF THE BURSTS EVEN THOUGH OUR FORMATION WAS ENVELOPED IN CLOUDS.
4. TWELVE OF OUR AIRCRAFT SUFFERED MINOR BATTLE DAMAGE.

OBSERVATIONS

5. OBSERVATIONS WERE HAMPERED BY CLOUD COVER.

CHARLES M. DERRY
CAPT. AC.
GROUP S-2 OFFICER

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HEADQUARTERS
458TH BOMBARDMENT GROUP (H)
AAF 123 APO 558

SECRET
AUTH C0458 GP
INITIALS AW
DATE 5 May

5 May 1944.

SUBJECT: Statistical Summary of Operations, Mission of 5 May 1944.

TO: Commanding Officer, 458th Bombardment Group (H).

STATISTICAL SUMMARY OF OPERATIONS

A. Group	458
B. Division F.O. No.	286
C. Date of Operation	5 May 1944
D. Ordered Primary Target.	No Ball
E. A/C Taking Off.	26
F. A/C Dispatched.	20
G. Sorties	19
H. A/C Attacking.	19
I. A/C Not Attacking	7
J. A/C Attacking - Primary Target.	19 - 8 X 1000 GP (Less 1 bomb)
K. A/C Attacking - Secondary Target.	Nil
L. A/C Attacking - Last Resort Target.	Nil
M. A/C Attacking - Opportunity Target.	Nil
N. A/C Lost - Flak	Nil
O. A/C Lost - Flak and E/A	Nil
P. A/C Lost - E/A.	Nil
Q. A/C Lost - Accident	1
R. A/C Lost - Cause Unknown.	Nil

Joseph S. Williams
JOSEPH S. WILLIAMS
1st Lt, AC
Group Statistical Officer

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HEADQUARTERS
458TH BOMBARDMENT GROUP (H)
AAF 123 APO 558
Office of the Operations Officer

SECRET
AUTH: C04586P
INITIALS: qu
DATE: 7 May

7 May 1944.

SUBJECT: Report of Operations Officer, Mission of 5 May 1944.

TO: Commanding Officer, 458th Bombardment Group (H), AAF 123, APO 558.

1. General Narrative: See the enclosed Command Pilot's Narrative.
2. Aircraft Not Attacking: Twenty-six (26) aircraft took off and left the base as shown by the enclosed formation diagram. Six (6) aircraft, 41-28733, 41-29300, 42-52441, 42-95005, 41-28738, 41-28682 left the formation and returned to base before becoming dispatched. Thus twenty (20) aircraft were dispatched.
3. Of the twenty (20) aircraft dispatched nineteen (19) went over the enemy coast and are credited with sorties. One (1) aircraft, 41-29352, returned to base after becoming dispatched, but was not given sortie credit.
4. The nineteen (19) aircraft receiving sortie credit are all credited with an attack on the target.
5. One (1) aircraft was lost in a landing accident, none were lost due to enemy action. Eighteen (18) aircraft returned safely to base.

Charles H. Booth
CHARLES H. BOOTH *qu*
Capt, AC
Asst Gr Opns Officer.

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AUTH: 0042861

INITIALS: [signature]

DATE: 8 May

HEADQUARTERS

458TH BOMBARDMENT GROUP (H)

AAF 123

APO 558

Office of the Operations Officer

6 May 1944

SUBJECT: Command Pilot's Narrative, Mission of 5 May 1944, (Rix, France).

TO: Commanding Officer, 458th Bombardment Group (H), AAF 123, APO 558.

1. I proceeded to Hardwick as ordered, to fly in a GH aircraft of the 392nd Squadron at 0400 AM. It was reported that the aircraft had a broken starter and would not be flyable. Twenty (20) minutes before take off time, the crew reported to another aircraft. A pre-flight was started and finished. It was then reported that there was no oxygen aboard. An oxygen truck was obtained and then discovered that there was an oxygen leak in the rear of the aircraft.

2. At this time, well beyond the scheduled take-off time, the Squadron Operations Officer drove and said that inasmuch as the aircraft in which I was to fly did not have an API to accurately compute winds, Major Wallace of the 467th Group would assume leadership of the Wing, and I would take lead of the 467th's first squadron. Before I could get to a phone to verify this decision, Major Wallace was in the air. Subsequently I proceeded to a third aircraft with a propeller governor in the process of repair; I waited until it was fixed and was airborne at 0525, 55 minutes late for scheduled take off.

3. Weather to assembly altitude was good with only a thin layer of stratus at 10,000 - 10,500 feet. Due to late take-off, it was decided to pick up the rest of the formation at control point B. We arrived at Control point B at altitude a few minutes early and waited for the formation. The first group passed control point B in good order but subsequent elements were not formed. We joined the formation at what was believed to be the proper spot only to find that it was the second squadron of the 467th Group. Consequently, additional power was added to try to overtake the first 467th Squadron and try to assemble it on our aircraft. Upon arrival to Beachy Head, it was evident that assembly of the first squadron of the 467th Group was impossible so settings were reduced and five stragglers were formed on my wing. Upon arrival at the French coast, a thin overcast and dense persistent contrails were encountered. Gradually all five (5) aircraft were lost. It was decided that a 360 degree turn in a clear spot to the side of the contrails would be made and we would tack into a wing position of a following squadron. This was done only to find that the six (6) ship formation led by a GH ship abandoned the mission and returned to the English coast. At this point it was decided to abandon the mission.

4. No flak was observed, no enemy aircraft encountered and no friendly fighters were seen.

5. From my standpoint, the mission was failure due to (a) the lack of a spare or "ready" aircraft of the 329th Squadron, (b) the decision of the Squadron Operations Officer in interchanging Major Wallace and myself so both would have to fly with a strange Group.

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Command Pilot's Narrative (Continued)

not knowing the correct position of any aircraft in the formation, and
(c) the poor weather condition of overcast and contrails over France which
prevented assembly of any aircraft.

Frederick M. O'Neill
FREDERICK M. O'NEILL
Major, Air Corps
Command Pilot

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DISP.	WEST	NO.	EAST	DISP.
2	127	1		
24	433	2		
		3	431	37
		4	735	47
		5	733	40
		6	705	49
		7	320	45
		8	300	38
		9	706	36
30	314	10		
14	441	11		
25	365	12		
32	946	13		
34	303	14		
28	340	15		
Hgr #1	050	16		
31	352	17		
29	455	18		
		19	005	6
		20	738	5
22	407	21		
		22	697	4
11	288	23		
2	279	24	--25	682 1
17	342	26		
60	059	27		
18	516	28		

SPARES: 177 - 752

GAINES

:735S D

MCNAMARA

K-21:433B

O'NEIL

: GH

TOOMAN-CHAMBERLAIN

K-21:431B

ANDREWK-21:733P AboltMAKKER

K-21:705H

UMFREY

K-20:320J

DENEFFE:39CM AboltTHOMPSON

:706F

McCullough

K-20:314L

SECTION IIHENSLEY

: GH

ROUBAL-HARRISNEEDONNOYAN

:946R

GENTRYK-21:441 I Abolt

K-21:365B

K-20:303H

GULICK

K-21:340N

TAYLOR

:050J

CRAGUNAbolt K-20:352KSTOUT

D K-21:4550

KINGSLEY:005H AboltSECTION IIIWRIGHT

: GH

GOLDSMITHBURTISWATSON

K-20:676R

D

K-20:7380 Abolt

K-21:497A

:288L

DAVIS

K-21:279T

ENGLEHARDT:682I AboltVOGELK-21:342S NTOGORTIS

:059E

STEWART

:516K

EXTRA NAVIGATORS & BOMBARDIERS

SHAMIS - TOOMAN 431

HARRIS - ROUBAL 365

458th Pilots and Aircraft as listed on Formation Plans

Date	Target	Pilot	458th Msn	Pilot Msn	Cmd Pilot	Ld	Serial	Last 3	RCL	Sqdn	A/C Msn	A/C Name	Comments
05-May-44	SOTTEVAST	ANDREW	35	ABT			41-28733	733	P	J4	--	RHAPSODY IN JUNK	ABORT - #4 ENG FIRE
05-May-44	SOTTEVAST	BURTIS	35	18			41-29288	288	L	J3	14	BIG-TIME OPERATOR	
05-May-44	SOTTEVAST	CRAGUN	35	ABT			41-29352	352	K	7V	--	WOLVE'S LAIR	ABORT - #2 ENG INTERNAL FAILURE
05-May-44	SOTTEVAST	CURTIS	35	4			42-110059	059	E	J3	10	UNKNOWN 056	
05-May-44	SOTTEVAST	DAVIS	35	19			42-50279	279	T	Z5	6	ENVY OF 'EM ALL	
05-May-44	SOTTEVAST	DeNEFFE	35	ABT			41-29300	300	M	J4	--	LORELEI	ABORT - #4 ENG HOLE BURNED IN COLLECTOR
05-May-44	SOTTEVAST	ENGLEHARDT	35	ABT			41-28682	682	I	Z5	--	UNKNOWN 003	ABORT - #1 ENG, #3 SUPER CHG PROBS
05-May-44	SOTTEVAST	GAINES	35	16			41-28735	735	S	J4	20	UNKNOWN 005	
05-May-44	SOTTEVAST	GENTRY	35	ABT			42-52441	441	I	J3	--	LAST CARD LOUIE	ABORT - #1-3 SUPER CHG GOV RUNAWAY
05-May-44	SOTTEVAST	GOLDSMITH	35	ABT			41-28738	738	O	Z5	--	MEAT AROUND THE CORNER	ABORT - PILOT LOST RUDDER CTRL DUE TO A-5
05-May-44	SOTTEVAST	GULICK	35	15			41-29340	340	N	7V	14	YANKEE BUZZ BOMB	
05-May-44	SOTTEVAST	KINGSLEY	35	ABT			42-95005	005	H	Z5	--	UNKNOWN 034	ABORT - #3 TANKS LEAKING
05-May-44	SOTTEVAST	MANKER	35	15			41-28705	705	H	J4	23	YE OLDE HELLGATE	
05-May-44	SOTTEVAST	McCOLLOUGH	35	16			42-50314	314	L	7V	2	ETO PLAYHOUSE	WRITTEN OVER ZIMMERMAN
05-May-44	SOTTEVAST	McNAMARA	35	7			42-100433	433	B	J3	17	BIG DICK HARD TO HIT	
05-May-44	SOTTEVAST	NEDROW	35	13			41-29303	303	H	Z5	25	LIBERTY LIB	
05-May-44	SOTTEVAST	NYMAN	35	14			42-94946	946	R	7V	1	THE CAT'S (ASS)	
05-May-44	SOTTEVAST	ROUBAL	35	19		D2	42-100365	365	B	7V	21	WOLFGANG (maybe)	NAV - HARRIS
05-May-44	SOTTEVAST	SLATON	35	9	PACKER	D3	42-100407	407	A	J3	11	LITTLE LAMBSY DIVEY	
05-May-44	SOTTEVAST	STEWART	35	16			42-7516	516	K	J3	4	GATOR	
05-May-44	SOTTEVAST	STOUT	35	2	GORRELL		42-52455	455	O	7V	23	PLUTOCRAT	
05-May-44	SOTTEVAST	TAYLOR, O	35	21			42-95050	050	J	7V	2	GAS HOUSE MOUSE	
05-May-44	SOTTEVAST	THOMPSON	35	2			41-28706	706	F	J4	17	DREAM BOAT/SPARE PARTS	Crashed in England 4KIA
05-May-44	SOTTEVAST	TOOMAN	35	10	CHAMBERLAIN	D1	42-100431	431	B	J4	15	BOMB-AH-DEAR	XTRA NAV - SHAMIS
05-May-44	SOTTEVAST	UMPHREY	35	17			42-50320	320	J	J4	6	UNKNOWN 018	
05-May-44	SOTTEVAST	VOGEL	35	NTO			41-29342	342	S	J3	--	ROUGH RIDERS	NO TAKE OFF - REASON UNKNOWN
05-May-44	SOTTEVAST	WATSON	35	17			41-29596	596	R	Z5	1	HELL'S ANGEL'S	TAIL # WRITTEN OVER #697